

D.O.T. 66

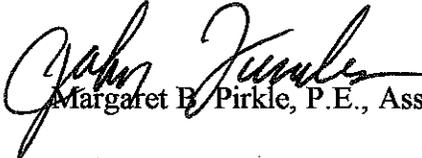
**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** BRST-021-1(41) Fulton County  
P. I. No. 731860

**OFFICE** Preconstruction

**DATE** September 6, 2002

**FROM**   
Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

**TO** SEE DISTRIBUTION

**SUBJECT** PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

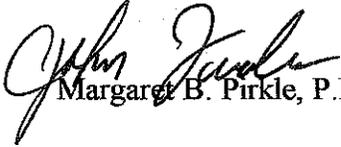
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**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** BRST-021-1(41) Fulton County **OFFICE** Preconstruction  
P.I. No. 731860 **DATE** August 21, 2002

**FROM**  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

**TO** Frank L. Danchetz, P.E., Chief Engineer

**SUBJECT PROJECT CONCEPT REPORT**

This project is the replacement of a structurally deficient bridge on SR 70/Cascade-Palmetto Road over Deep Creek, 7.5 miles north of Fairburn, Georgia. The existing bridge, constructed in 1941, is load limited with a sufficiency rating of 65. The original design load capacity is H-15. In accordance with DOT MOG 2405-1, the existing bridge meets the established criteria for replacement. State Route 70 at this location is a rural two lane roadway with 12' travel lanes with rural shoulders. This section of SR 70 is functionally classified as a rural minor arterial. Traffic is projected to be 6,100 VPD and 9,100 VPD in the years 2010 and 2030 respectively. The posted speed and the design speed are 55 MPH.

The construction proposes to construct a new 120' x 44' concrete bridge over Southern Railroad at existing bridge site. The approaches will consist of two, 12' lanes with 10' rural shoulders (2' paved). Traffic will be maintained during construction utilizing an on-site detour.

Environmental concerns include requiring a COE 404 Permit; a Categorical Exclusion will be prepared; a public hearing is not required; time saving procedures are appropriate.

**This project will require split funding because the sufficiency rating exceeds 50. "BR" funding will cover the amount equal to the widening and the remainder will consist of "STP" funding.**

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	<b>BR</b> \$1,137,000			
	<b>STP</b>			
	\$ 436,000	\$1,100,000	2005	FY-07
Right-of-Way	\$ 33,000	\$ 10,000		
Utilities*	\$ 5,000	----		

Frank L. Danchetz

Page 2

BRST-021-1(41) Fulton

August 21, 2002

\*LGPA sent 7-12-99 requesting Fulton County do utilities.

This project is in the STIP. I recommend this project concept be approved.

MBP:JDQ/cj

Attachment

CONCUR

  
Thomas L. Turner, P.E., Director of Preconstruction

APPROVE

  
Frank L. Danchetz, P.E., Chief Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF CONSULTANT DESIGN

PROJECT CONCEPT REPORT

Project Number: BRST-021-1(41)

County: Fulton

P.I. Number: 731860

Federal Route Number: N/A

State Route Number: 70

Recommendation for approval:

DATE 7-23-02

  
Project Manager

DATE 8-05-02

  
State Consultant Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).

DATE \_\_\_\_\_

State Transportation Planning Administrator

DATE \_\_\_\_\_

Office of Financial Management Administrator

DATE \_\_\_\_\_

State Environmental / Location Engineer

DATE \_\_\_\_\_

State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

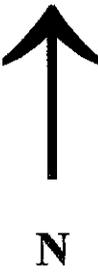
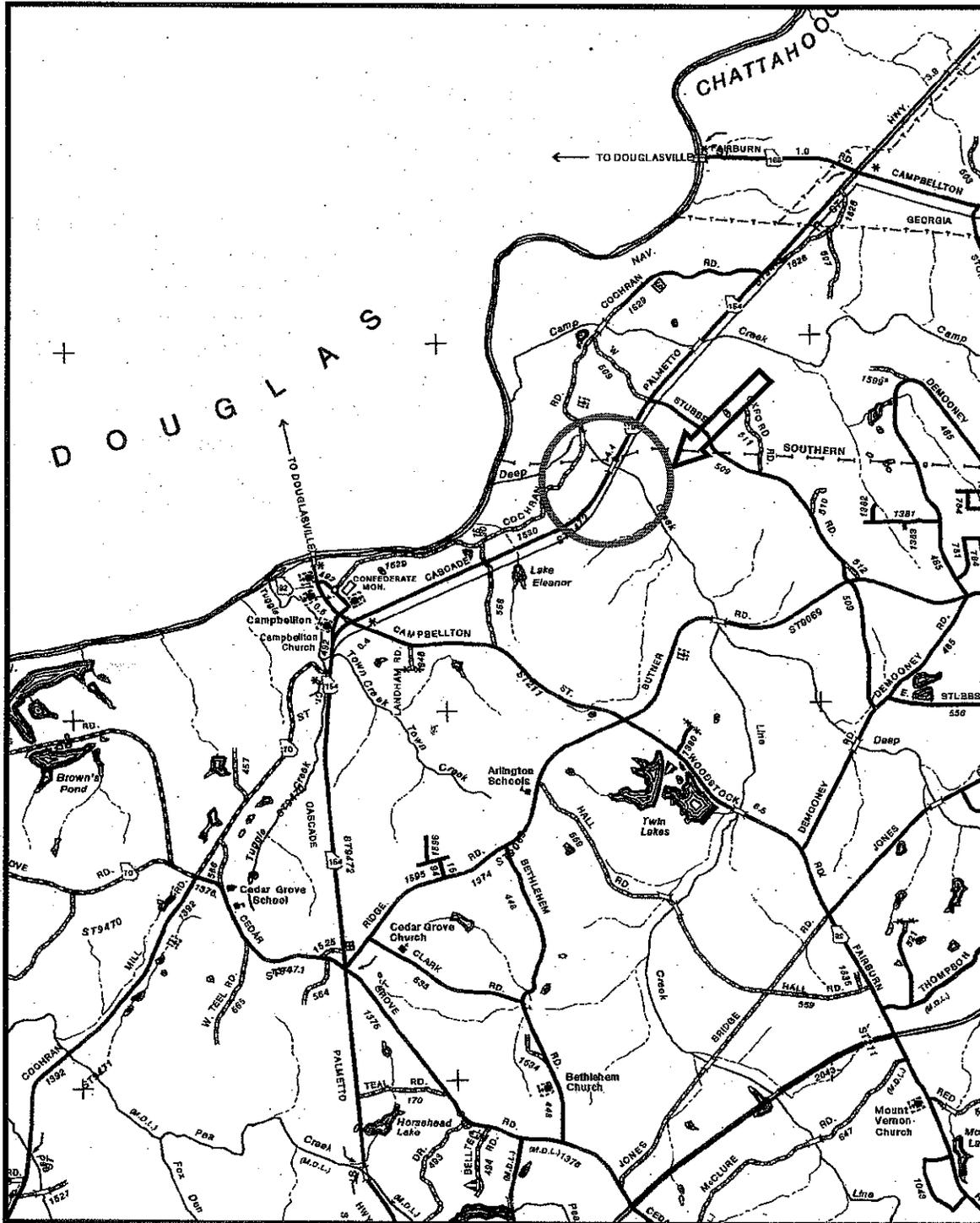
District Engineer

DATE \_\_\_\_\_

Project Review Engineer

DATE \_\_\_\_\_

State Bridge & Structural Design Engineer



Scale: 1 inch = 1 mile

# Location Map

Project: BRST-021-1(41) Fulton County PI No.: 731860

**Description:** SR 70/Cascade-Palmetto @ Deep Creek 7.5 mi N of Fairburn

**NEED AND PURPOSE**

**PROJECT BRST-021-1 (41), FULTON COUNTY**

**PI No. 731860, ARC ID # FS 138**

**BRIDGE REPLACEMENT**

Bridge project BRST-021-1 (41) will replace the structurally deficient bridge located on State Route (SR) 70 over the Deep Creek. This bridge was constructed in 1941 and consists of concrete bents, concrete T-beam superstructure, and a concrete deck. The original design load capacity is H-15. The sufficiency rating on the structure is 65.7, and the bridge is classified as Functionally Obsolete and requires widening. The sufficiency rating, a number from 0 to 100, is a method of evaluating data by calculating four separate factors to obtain a numeric value that is indicative of bridge sufficiency to remain in service. The resultant rating would range between zero, which represents an entirely insufficient or deficient bridge; and 100, which represents an entirely sufficient bridge. The Office of Bridge Maintenance has determined that any structure with a sufficiency rating less than 50 should be replaced rather than improved. However, in accordance with DOT policy 2405-1, the policy recommends that this bridge be replaced due to the unacceptable load capacity. This project will replace the existing bridge with a structurally adequate bridge.

SR 70 is 24' wide with 6' shoulders. The bridge on SR 70 over Deep Creek is 27' wide, providing insufficient shoulder width on the bridge. The substructure's bents have age deterioration and spalling. The superstructure has deflection cracks in all the beams. The deck has minor cracks at the joints. There is deterioration on the bottom of the deck and the north roadway approach to the bridge has low asphalt paving.

This section of SR 70 is functionally classified as an urban minor arterial. The posted speed limit along this section of SR 70 is 55 mph. The bridge is located 7.5 miles north of Fairburn and was constructed in 1941. The projected 2010 and 2030 ADT for this section of roadway is 6,100 and 9,100 respectively. The bridge is in fair structural condition but replacing the bridge will provide safer access to the area.

**Description of the proposed project:** *The proposed project is located in Fulton County on SR 70 over the Deep Creek. The project consists of replacing the structurally deficient bridge over Deep Creek on its existing location. A temporary onsite detour will be constructed west of the existing bridge to handle traffic during construction of the new bridge. The proposed bridge will be 44 feet wide, consisting of two 12-foot lanes with two 10-foot shoulders. The proposed bridge is expected to be approximately 120 feet in length and have 4 spans, each approximately 30 feet long. The proposed approaches will consist of two 12-foot lanes with 10-foot shoulders, 2 feet of which will be paved. Additional right-of-way acquisition on both sides of the road is anticipated. The total length of bridge and approaches is approximately 1400 feet (0.27 miles).*

**Is the project located in a Non-attainment area?**  Yes  No

**PDP Classification:** Major  Minor

**PDP Designation:** Full Oversight (  ), Exempt (  ), State Funded (  ), or Other (  )

**Functional Classification:** *Urban Minor Arterial*

**U.S. Route Number(s):** N/A

**State Route Number(s):** 70

**Traffic (AADT):**

Current Year: (2010) 6100

Design Year: (2030) 9100

**Existing design features:**

- Typical Section: Two, 12' Lanes with grassed shoulders and ditches
- Posted Speed: 55 mph Maximum degree of curvature: N/A
- Maximum grade: 6.05% Mainline
- Width of right of way: 155'
- Major structures:
  - *120' x 26.7' bridge over Deep Creek on State Route 70*  
*Structure ID: 121-0060-0      Sufficiency rating: 65.7*
- Major interchanges or intersections along the project: None
- Existing length of roadway segment: 0.27 miles  
Road inventory mile post: 16.62

**Proposed Design Features:**

- Proposed typical section(s): *The proposed roadway will consist of two 12' lanes with 2' paved shoulder and 8' grassed shoulders with side slopes.*
- Proposed Design Speed Mainline: 55 mph
- Proposed Maximum grade Mainline: 5.5%                      Maximum grade allowable: 7.0%
- Proposed Maximum grade Side Street: N/A                      Maximum grade allowable: N/A
- Proposed Maximum grade driveway: 10%                      Maximum grade allowable: 15%
- Proposed Maximum degree of curve: 1°00'00"                      Maximum degree allowable: 5°15'00"
- Right of Way
  - Width: Varies from existing to 190'
  - Easements: Temporary( ), Permanent() , Utility( ), Other( ).
  - Type of access control: Full( ), Partial( ), By Permit() , Other( ).
  - Number of parcels: 1                      Number of displacements:
    - Business: 0
    - Residences: 0
    - Mobile Homes: 0
- Structures:
  - Bridges: *The proposed bridge will be approximately 120' long and 44' wide.*
  - Retaining Walls: *None*
- Major intersections and interchanges: *N/A*
- Traffic control during construction: *A temporary onsite detour will be constructed 56' (CL. To CL.) west of the existing bridge centerline to handle traffic during the removal and construction of the proposed bridge. The proposed detour length will be approximately 0.27 miles.*
- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZ ALIGNMENT:	( )	( )	(X)
ROADWAY WIDTH:	( )	( )	(X)
SHOULDER WIDTH:	( )	( )	(X)
VERTICAL GRADES:	( )	( )	(X)
CROSS SLOPES:	( )	( )	(X)
STOPPING SIGHT DISTANCE:	( )	( )	(X)
SUPERELEVATION RATES:	( )	( )	(X)
HORIZONTAL CLEARANCE:	( )	( )	(X)
SPEED DESIGN:	( )	( )	(X)
VERTICAL CLEARANCE:	( )	( )	(X)
BRIDGE WIDTH:	( )	( )	(X)
BRIDGE STRUCTURAL CAPACITY:	( )	( )	(X)

- Design Variances: *None*
- Environmental Concerns: *Environmental study under way*
- Level of Environmental Analysis:
  - Are Time Saving Procedures Appropriate? Yes (X), No ( )
  - Categorical Exclusion Anticipated? Yes (X), No ( )
  - Environmental Assessment/Finding of No Significant Impact: Yes ( ), No (X)
  - Environmental Impact Statement (EIS): Yes ( ), No (X)
- Utility Involvements:
  - Telephone: *AT&T Broadband*
  - Water: *United Water Services, Atlanta*
  - Cable TV: *Bellsouth Telecommunications*
  - Gas: *Atlanta Gas Light Company*
  - Power: *Georgia Transmission Corp.*
  - Power: *Greystone Power Corporation*  
*Colonial Pipeline Company*

**Project Responsibilities:**

- Design: *Transportation Systems Design, Inc. (TSD Inc.)*
- Right of way acquisition: *GDOT*
- Relocation of utilities: *LGPA letter sent to Fulton County July 12, 1999*
- Letting to contract: *GDQT*
- Supervision of construction: *GDOT*
- Providing material pits: *Contractor*
- Providing detours: *TSD, Inc. provides on site staging plan*

**Coordination:**

- Concept Meeting date(Minutes Attached): *June 11,2002*
- P.A.R. meetings, dates, and results: *None anticipated*
- FEMA, USCG and/or TVA: *None anticipated*
- Public involvement: *None anticipated*
- Local government comments:
- Other projects in the area: *None*
- Other coordination to date: *None*

• **Scheduling – Responsible Parties’ Estimate**

Time to complete the environmental process:	<u>6</u> Months
Time to complete preliminary construction plans:	<u>4</u> Months
Time to complete right of way plans:	2 Months
Time to complete the section 404 permit:	3 Months
Time to complete final construction plans:	<u>3</u> Months
Time to complete the purchase right-of-way:	<u>9</u> Months
Other major items that will affect project schedule:	None

**Other alternates considered:**

**Alternate 1** – *This alternate consists of permanently realigning SR 70 to the west of the existing bridge. This alternate was not chosen because it would introduce unnecessary compound curves and create an undesirable roadway alignment. This situation would not serve driver expectancy and might increase the accident rate in the area. Also, a permanent realignment would require the acquisition of additional right-of-way. The preferred alternate would require minimal right-of-way.*

**Alternate 2** – *This alternate consists of replacing the existing bridge on existing location and constructing a temporary detour bridge to the east (upstream) of the existing bridge centerline to handle traffic. Placing a detour bridge on the upstream side of the proposed bridge is discouraged because the detour bridge will be designed for a 10-year storm and there is a risk of the detour bridge washing out and destroying the proposed bridge if a larger storm event occurs.*

**Alternate 3** – *This alternate consists of replacing the bridge on existing location and providing an offsite detour. This alternate was not chosen because the length of the detour would be excessive.*

**Alternate 4** – *No build. Due to its narrow width and high daily traffic volumes, the bridge is unsafe and needs replacement.*

**Alternate 5** – *Widen the existing bridge to meet safety requirements. . This alternate was not chosen due to unacceptable load capacity; however, a cost estimate is required to assist in computing federal bridge widening funds, which can be used toward replacement up to the estimated cost of widening.*

**Alternate 6** – *This alternate consists of constructing the bridge in stage on existing location and has one signalized lane to alternate traffic movement. This alternate was not chosen because it would not meet driver’s expectancy.*

**Alternate 7** – *This alternate consists of constructing the bridge in stages on existing location and has two signalized lanes to alternate traffic movement. This alternate was not chosen because it would introduce unnecessary compound curves and create an undesirable roadway alignment.*

**Comments:** *It is recommended to construct the proposed bridge on existing location and provide a detour to the west of the proposed bridge. This alternate creates the least impacts to adjacent properties and it provides a smooth geometric alignment. In addition, the detour bridge will be located on the downstream side of the proposed bridge thus creating the most desirable situation from a hydraulic standpoint.*

Project Concept Report Page 8  
Project Number: BRST-021-1(41)  
P.I. Number: 731860  
County: Fulton

**Attachments:**

1. Cost Estimates:
  - a. Construction including E&C
  - b. Right of Way, and
  - c. Utilities.
2. Sketch location map,
3. Typical sections,
4. Bridge Inventory
5. Concept Meeting Minutes
6. Location and Design Notice
7. Preliminary Pavement Design (included on typical section)
8. Traffic Counts
9. Memo regarding Bridge Replacement with sufficiency rating above 50
10. Cost Estimate for bridge widening

**PRELIMINARY COST ESTIMATE**

PROJECT NUMBER: BRST-021-1(41)

COUNTY: Fulton

DATE:04.30.2002

ESTIMATED LETTING DATE: Jul-08

PREPARED BY: LT

PROJECT LENGTH: 0.27

( ) PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT ( ) DURING PROJECT DEV.

<b>PROJECT COST</b>			
<b>A. RIGHT-OF-WAY:</b>			
1. PROPERTY (LAND & EASEMENT) 0.72 AC		\$	31000
2. DISPLACEMENTS; RES: 0, BUS: 0, M.H.: 0		\$	
3. OTHER COST (ADM./COST, INFLATION)		\$	1,550
NUMBER OF YEARS	1		
	<b>SUBTOTAL: A</b>	\$	<b>32,550</b>
<b>B. REIMBURSABLE UTILITIES:</b>			
1. RAILROAD		\$	
2. TRANSMISSION LINES		\$	
3. SERVICES (3 utility poles)		\$	5000
	<b>SUBTOTAL: B</b>	\$	<b>5,000</b>
<b>C. CONSTRUCTION:</b>			
1. MAJOR STRUCTURES			
a. BRIDGES (120' X 47.25'X \$75)	5670 SF @ \$75		425,250
		\$	369600
	<b>SUBTOTAL: C-1.a</b>	\$	<b>369,600</b>
b. OTHER			
		\$	-
	<b>SUBTOTAL: C-1</b>	\$	<b>369,600</b>
2. GRADING AND DRAINAGE:			
a. EARTHWORK (Mainline)			
Borrow	11753 CY @ \$7.5	\$	88,148
Excavation	1566 CY @ \$7.5		11,745
	<b>SUBTOTAL: C-2a</b>	\$	<b>99,893</b>
b. EARTHWORK (Detour)			
Borrow	14170 CY @ \$	\$	106,275
Excavation	2668 CY @ \$		20,010
	<b>SUBTOTAL: C-2b</b>	\$	<b>126,285</b>

<b>c.. DRAINAGE</b>			
1) Side Drain Pipe	20 LF @ \$27	\$	540
2) Storm drain pipe	LF @ \$44	\$	-
3) Longitudinal System (incl. catch basins)	LF @ \$0	\$	-
4) Flared End Sections	2 EA @ \$318	\$	636
5) Perforated Underdrain	LF @ \$6	\$	-
6) Temporary Pipe Slope Drain	686 LF @ \$10	\$	6,860
	<b>SUBTOTAL: C-2.c</b>	\$	8,036
	<b>SUBTOTAL: C-2</b>	\$	<b>234,214</b>
<b>3. BASE AND PAVING:</b>			
a. AGGREGATE BASE CRS	1500 TN @ \$13	\$	19,500
b. ASPHALT PAVING (Mainline & Cross-Roads):			
19 mm Superpave	364 Tons @ \$37	\$	13,468
25 mm Superpave	1093 Tons @ \$33	\$	36,069
9.5 mm Superpave	269 Tons @ \$37	\$	9,953
Tack Coat	350 Gallons @ \$1	\$	350
	<b>SUBTOTAL: C-3.b</b>	\$	59,840
c. ASPHALT PAVING (Onsite detour):			
19 mm Superpave	375 Tons @ \$37	\$	13,875
25 mm Superpave	1125 Tons @ \$33	\$	37,125
9.5 mm Superpave	230 Tons @ \$37	\$	8,510
Tack Coat	358 Gallons @ \$1	\$	358
d. AGGREGATE BASE CRS	1543 TN @ \$13	\$	20,059
	<b>SUBTOTAL: C-3.c</b>	\$	79,927
e. OTHER (Leveling, Milling, etc.)			\$ 1000
f. AGGREGATE SURFACE COURSE	Tons @ \$19	\$	-
	<b>SUBTOTAL: C-3</b>	\$	<b>160,267</b>

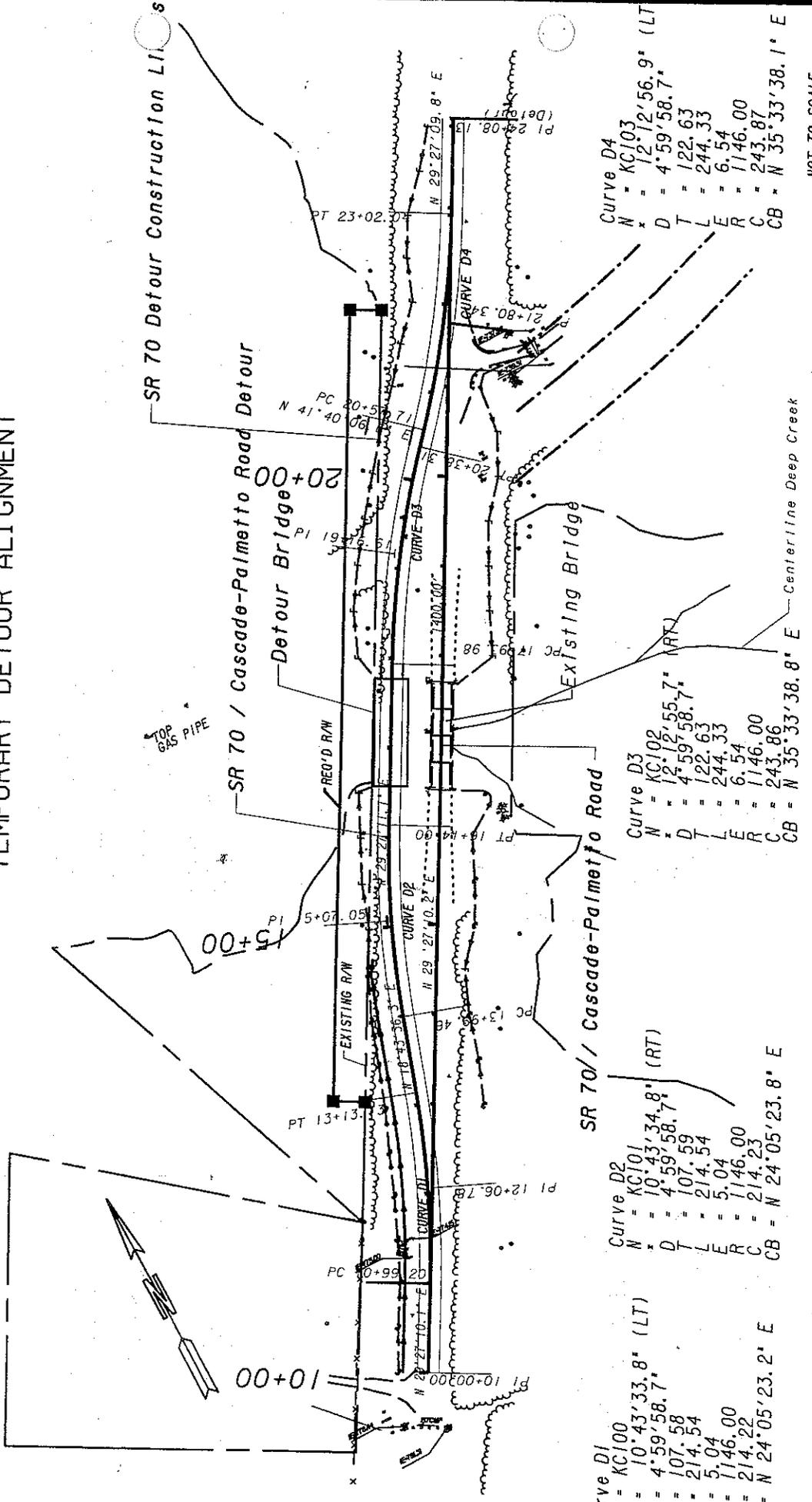
4. EROSION CONTROL (Mainline)			
a. SILT FENCE			
1. TYPE A	540 LF @ \$3.5	\$	1,890
2. TYPE B	LF @ \$2.6	\$	-
3. TYPE C	1940 LF @ \$5.3	\$	10,282
			\$
b. RIP RAP	400 SF @ \$30	\$	12,000
c. PLASTIC FILTER FABRIC	400 SF @ \$5.8	\$	2,320
d. PERMANENT SOIL REINFORCING MAT	2283 SY @ \$5	\$	11,415
e. MULCH	40.5 TN @ \$433		17,537
f. PERMANENT GRASS	132 LB @ \$42		5,544
h. TEMPORARY GRASS	13 LB @ \$33		429
SUBTOTAL: C-4a		\$	61,417
EROSION CONTROL (Detour)			
e. SILT FENCE			
1. TYPE A	680 LF @ \$3.5	\$	2,380
2. TYPE B	LF @ \$2.6	\$	-
3. TYPE C	1400 LF @ \$5.3	\$	7,420
			\$
f. RIP RAP	200 SF @ \$30	\$	6,000
g. PLASTIC FILTER FABRIC	200 SF @ \$5.8	\$	1,160
h. PERMANENT SOIL REINFORCING MAT	SY @ \$5	\$	-
SUBTOTAL: C-4b			26,760
SUBTOTAL: C-4		\$	88,177
5 TRAFFIC CONTROL			\$
CLEARING & GRUBBING			10000
SUBTOTAL: C-5		\$	30,000
6. MISCELLANEOUS:			
a. LIGHTING			\$
b. SIGNING - MARKING			\$
c. GUARDRAIL			
W Beam	680 LF @ \$12	\$	8,160
T Beam	120 LF @ \$40	\$	4,800
Anchors	TYPE 12	2 ea @ \$1600	\$
	TYPE 1	2 ea @ \$450	\$
SUBTOTAL: C-6.c		\$	17,060
d. SIDEWALK			\$
e. MEDIAN / SIDE BARRIER			\$
f. APPROACH SLABS	293 SY @ \$90	\$	26,370
g. REMOVAL			
Bridges		\$	20000
SUBTOTAL: C-6.g		\$	20,000
h. Detour bridge	5670 SF @ \$21	\$	119,070
SUBTOTAL: C-6		\$	184,500
7. SPECIAL FEATURES			
SUBTOTAL: C-7		\$	-

<b>SUMMARY</b>	
A. RIGHT-OF-WAY	\$ 32,550
B. REIMBURSABLE UTILITIES	\$ 5,000
C. CONSTRUCTION	
1. MAJOR STRUCTURES	\$ 369,600
2. GRADING AND DRAINAGE	\$ 234,214
3. BASE AND PAVING	\$ 160,267
4. EROSION CONTROL	\$ 88,177
5. LUMP ITEMS	\$ 30,000
6. MISCELLANEOUS	\$ 184,500
7. SPECIAL FEATURES	\$ -
SUBTOTAL CONSTRUCTION COST	\$ 1,066,757
INFLATION (5% PER YEAR)	\$ 362,799
NUMBER OF YEARS	6
E. & C. (10%)	\$ 142,956
TOTAL CONSTRUCTION COST	\$ 1,572,512
**DETOUR COST (for information only)**	\$ 353,042
<b>GRAND TOTAL PROJECT COST</b>	<b>\$ 1,610,062</b>



STATE OF GEORGIA  
 PROJECT NUMBER: BRST-021-1(41)  
 SHEET NO. 1 OF 1

# TEMPORARY DETOUR ALIGNMENT



Curve D1  
 N = KC100  
 D = 10'43'33.8" (LT)  
 T = 4'59'58.7"  
 L = 107.58  
 E = 214.54  
 R = 5.04  
 C = 1146.00  
 CB = N 24°05'23.2" E

Curve D2  
 N = KC101  
 D = 10'43'34.8" (RT)  
 T = 4'59'58.7"  
 L = 107.59  
 E = 214.54  
 R = 5.04  
 C = 1146.00  
 CB = N 24°05'23.8" E

Curve D3  
 N = KC102  
 D = 12'12'55.7" (RT)  
 T = 4'59'58.7"  
 L = 122.63  
 E = 244.33  
 R = 6.54  
 C = 1146.00  
 CB = N 35°33'38.8" E

Curve D4  
 N = KC103  
 D = 12'12'56.9" (LT)  
 T = 4'59'58.7"  
 L = 122.63  
 E = 244.33  
 R = 6.54  
 C = 1146.00  
 CB = N 35°33'38.1" E

NOT TO SCALE  
 GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 PROJECT BRST-021-1(41)  
 COUNTY: FULTON  
 DATE 05-07-02 SH. 1 OF 1

DATE	REVISIONS	DATE	REVISIONS

STATE OF GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 OFFICE OF CONSULTANT TASK FORCE

**TSP**  
 TRANSPORTATION SYSTEMS DESIGN, INC.  
 ENGINEERS & SURVEYORS  
 400 W. BENTLEY BLVD.  
 SUITE 200  
 ATLANTA, GA 30308

SHAW-WALKER SYSTEMS, INC.  
 CONSULTANT

# BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 121-0060-0

Fulton Area 7 County

SUFF. RATING: 65.7

## Location & Geography

\* Structure I.D. No.: 121-0060-0  
 \* 200 Bridge Information: 07  
 \* 6A Feature Int.: DEEP CREEK  
 \* 6B Critical Bridge: 0  
 \* 7A Route Number Carried: SR00070  
 \* 7B Facility Carried: CASCADE-PALMETTO  
 \* 9 Location: 7.5 MIN OF FAIRBURN  
 \* 2 DOT District: 7  
 \* 207 Year Photo: 1999  
 \* 91 Inspection Frequency: 24 Date: 02/21/2001  
 \* 92A Fract Crit Insp Freq: 0 00 Date: 0000  
 \* 92B Underwater Insp Freq: 0 00 Date: 0000  
 \* 92C Other Spc. Insp Freq: 0 00 Date: 0000  
 \* 4 Place Code: 00000  
 \* 5 Inventory Route (O/U): 1  
 \* Type: 3  
 \* Designator: 1  
 \* Number: 00070  
 \* Direction: 0  
 \* 16 Latitude: 33-39.8  
 \* 17 Longitude: 84-38.5  
 \* 98 Border Bridge: 000 %Shared: 00  
 \* 99 ID Number: 0000000000000000  
 \* 100 Defense Highway: 0  
 \* 101 Parallel Structure: N  
 \* 102 Direction of Traffic: 2  
 \* 264 Road Inventory Mile Post: 016.62  
 \* 208 Inspection Area: 09 Initials: DAS  
 \* Location I.D. No: 121-00070D-016.84N  
 \* XReferen I.D. No: 000-000000-000.000

## Signs & Attachments

\* 104 Highway System: 0  
 \* 26 Functional Classification: 14  
 \* 204 Federal Route Type: F No: 021-1  
 \* 110 Truck Route: 0  
 \* 206 School Bus Route: 1  
 \* 217 Benchmark Elevation: 0.00  
 \* 218 Datum: 0  
 \* 19 Bypass Length: 2  
 \* 20 Toll: 3  
 \* 21 Maintenance: 01  
 \* 22 Owner: 01  
 \* 31 Design Load: 2  
 \* 37 Historical Significance: 5  
 \* 205 Congressional District: 05  
 \* 27 Year Constructed: 1941  
 \* 106 Year Reconstructed: 0000  
 \* 33 Bridge Median: 0  
 \* 34 Skew: 00  
 \* 35 Structure Flared: 0  
 \* 38 Navigation Control: 0  
 \* 213 Special Steel Design: 0  
 \* 267 Type of Paint: 0  
 \* 42 Type Service On: 1  
 \* Under: 5  
 \* 214 Movable Bridge: 00  
 \* 203 Type Bridge: Z-O-O-O  
 \* 259 Pile Encasement: 3  
 \* 43 Structure Type Main: 1 04  
 \* 45 No. Spans Main: 004  
 \* 44 Structure Type Appr: 0 0  
 \* 46 No. Spans Appr: 0000  
 \* 226 Bridge Curve Horz: 0 Vert: 0  
 \* 111 Pier Protection: 0  
 \* 107 Deck Structure Type: 1  
 \* 108 Wearing Surface Type: 6  
 \* Membrane: 8  
 \* Protection: 8  
 \* 223 Expansion Joint Type: 02  
 \* 242 Deck Drains: 1  
 \* 243 Parapet Location: 0  
 \* Height: 0  
 \* Width: 0  
 \* 238 Curb: 0.8 1  
 \* 239 Handrail: 1 1  
 \* \* 240 Median Barrier Rail: 0  
 \* 241 Bridge Median Height: 0  
 \* Width: 0  
 \* \* 230 Guardrail Loc Dir Rear: 3  
 \* Fwrd: 3  
 \* Oppo Dir Rear: 0  
 \* Fwrd: 0  
 \* 244 Approach Slab: 0  
 \* 224 Retaining Wall: 0  
 \* 233 Posted Speed Limit: 55  
 \* 236 Warning Sign: 1  
 \* 234 Delineator: 1  
 \* 235 Hazard Boards: 1  
 \* 237 Utilities Gas: 00  
 \* Water: 00  
 \* Electric: 00  
 \* Telephone: 00  
 \* Sewer: 00  
 \* 247 Lighting Street: 0  
 \* Navigation: 0  
 \* Aerial: 0  
 \* \* 248 County Continuity No: 00

# BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 121-0060-0

Fulton Area 7 County

SUFF. RATING: 65.7

## Programming Data

201 Project No: WPA-1682  
 202 Plans Available: 1  
 249 Prop. Proj No: BRST-021-1 (41)  
 250 Approval Status: 0000  
 251 P.I. No: 731860  
 252 Contract Date: 02/01/2004  
 260 Seismic No: 00000  
 75 Type Work: 34 1  
 94 Bridge Imp. Cost: \$ 150  
 95 Roadway Imp. Cost: \$ 53  
 96 Total Imp. Cost: \$ 263  
 76 Imp. Length: 000332  
 97 Imp. Year: 1990  
 114 Future ADT: 007923 Year: 2019

## Measurements

\* 29 ADT: 005282 Year: 1999  
 \* 109 % Trucks: 12  
 \* 28 Lanes On: 02 Under: 00  
 210 No. Tracks On: 00 Under: 00  
 \* 48 Max. Span Length: 0030  
 \* 49 Structure Length: 120  
 51 Br. Rdwy. Width: 24.0  
 52 Deck Width: 26.7  
 \* 47 Tot. Horz. Cl: 24.0  
 50 Curb/Sdewlk Width: 0.5/0.5  
 32 Approach Rdwy Width: 024  
 \* 229 Slider Width:  
 Rear Lt: 7.0 Type: 8 Rt: 7.0  
 Fwrd Lt: 6.0 Type: 8 Rt: 4.0  
 Pmnt Width:  
 Rear: 24.0 Type: 2  
 Fwrd: 24.0 Type: 2  
 Intersection Rear: 0 Fwrd: 0  
 36 Safety Features Br. Rail: 2  
 Transition: 2  
 App. G. Rail: 2  
 App. Rail End: 2  
 53 Minimum Cl. Over: 99' 99"  
 Under: N 00' 00"  
 \* 228 Min. Vert. Cl  
 Act. Odm. Dir: 99' 99"  
 Oppo. Dir: 99' 99"  
 Posted Odm. Dir: 00' 00"  
 Oppo. Dir: 00' 00"  
 55 Lateral Undercl. Rt: N 99.9  
 56 Lateral Undercl. Lt: 0.0  
 \* 10 Max Min Vert Cl: 99' 99" Dir: 0  
 39 Nav Vert Cl: 000 Horz: 0000  
 116 Nav Vert Cl Closed: 000  
 245 Deck Thickness Main: 6.0  
 Deck Thick Approach: 0.0  
 246 Overlay Thickness: 3.0  
 211 Tons Structural Steel: 0.0  
 212 Year Last Painted: Sup: 0000 Sub: 0000

## Ratings

66 Inventory Type: 2 Rating: 23  
 64 Operating Type: 2 Rating: 38  
 231 Calculated Loads  
     H-Modified: 20 0  
     HS-Modified: 25 0  
     Type 3: 28 0  
     Type 3S2: 40 0  
     Timber: 36 0  
     Piggyback: 40 0  
 261 H Inventory Rating: 15  
 262 H Operating Rating: 21  
 67 Structural Evaluation: 5  
 58 Deck Condition: 7  
 59 Superstructure Condition: 7  
 \* 227 Collision Damage: 0  
 60A Substructure Condition: 7  
 60B Scour Condition: 7  
 60C Underwater Condition: N  
 71 Waterway Adequacy: 9  
 61 Channel Protection Cond: 7  
 68 Deck Geometry: 2  
 69 UnderClr. Horz/Vert: N  
 72 Appr. Alignment: 8  
 62 Culvert: N

## Hydraulic Data

215 Waterway Data  
 Highwater Elev: 0000.0 Year: 0000  
 Flood Elev: 0000.0 Freq: 00  
 Avg. Streambed Elev: 0000.0  
 Drainage Area: 00000  
 Area of Opening: 000000  
 113 Scour Critical: 6  
 216 Water Depth: 1.5 Br Height: 19.5  
 222 Slope Protection: 6  
 221 Spur Dikes Rear: 0 Fwrd: 0  
 219 Fender System: 0  
 220 Dolphin: 0  
 223 Culvert Cover: 000  
 Type: 0  
 No Barrels: 0  
 Width: 0.0  
 Height: 0.0  
 Length: 0  
 Apron: 0  
 \* 265 U/W Insp. Area: 0 Diver: ZZZ

## Posting Data

70 Bridge Posting Required: 5  
 41 Struct Open, Posted, Cl: A  
 \* 103 Temporary Structure: 0  
 232 Posted Loads H-Modified: 00  
     HS-Modified: 00  
     Type 3: 00  
     Type 3S2: 00  
     Timber: 00  
     Piggyback: 00  
 253 Notification Date: 0000  
 253 Fed Notify Date: 0000 0

\* Location I.D. No: 121-00070D-016.84N  
 \* XReferen I.D. No: 000-000000-000.000

# TRANSPORTATION SYSTEMS DESIGN, INC.

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June 12, 2002

## Meeting Minutes

**RE:** BRST-021-1(41), Fulton County  
PI No. 731860  
TSD No. 0108.05 WO #3

**Subject:** Concept Meeting

**Location:** GDOT District 7

Present:

Otis Clark	OCD	404-463-6265	<a href="mailto:otis.clark@dot.state.ga.us">otis.clark@dot.state.ga.us</a>
Sharon Witherspoon	GDOT Dist. 7, Utilities	770-986-1090	<a href="mailto:wade.woodward@dot.state.ga.us">wade.woodward@dot.state.ga.us</a>
Robert Crawford	GDOT Dist. 7, Preconstr.	770-986-1050	<a href="mailto:robert.crawford@dot.state.ga.us">robert.crawford@dot.state.ga.us</a>
Kevin A. Vinson	GDOT Dist. 7, Area 3	404-559-6658	<a href="mailto:kevin.vinson@dot.state.ga.us">kevin.vinson@dot.state.ga.us</a>
Key Phillips	GDOT Dist. 7, Preconstr	770-986-1050	<a href="mailto:fey.phillips@dot.state.ga.us">fey.phillips@dot.state.ga.us</a>
Harry Grahart	GDOT Dist. 7, Traffic Op	770-532-5582	<a href="mailto:harry.grahart@dot.state.ga.us">harry.grahart@dot.state.ga.us</a>
Larisa Tabakhova	TSD, Inc.	770-396-4877	<a href="mailto:ltabakhova@tsdengineers.com">ltabakhova@tsdengineers.com</a>
Anna Shmukler	TSD, Inc.	770-396-4877	<a href="mailto:ashmukler@tsdengineers.com">ashmukler@tsdengineers.com</a>
Parett Smith	UWSA	404-982-1403	<a href="mailto:parett.smith@unitedwater.com">parett.smith@unitedwater.com</a>

Minutes:

Larisa opened meeting with brief introduction. She read Need and Purpose statement and description on the proposed project.

Otis raised question concerning construction funding of this project. Since bridge rating exceeds 50, funding will be split between State and Federal funds. TSD will have to provide separate cost estimate for construction of shoulder widening and on-site detour. This will be compared to the cost estimate for replacement to determine how much BR funding is available for this project. If an onsite bridge widening will require corrections to inadequate existing geometry (vertical), this must be included in the estimate.

Property outside of existing right-of-way, which is required for construction of this project will be designated as Permanent Easement.

Kevin raised question of construction cost of Detour Bridge. Suggesting to consider 2 more alternates:

1. Construct permanent bridge in stages on the same location and have 1 (one) signalized lane to alternate traffic movement.
2. Construct permanent bridge in stages, but provide 2-lane traffic. This will mean that bridge and roadway alignment will be shifted.

Both of those alternates will be added to the Concept Report and will be evaluated.

Since this is considered a minor project, time saving procedures are appropriate and page 6 of the Concept Report will be revised to reflect this.

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### ENGINEERING • SURVEYING • LANDSCAPE ARCHITECTURE

□ 5591 Chamblee Dunwoody Road, Bldg. 1360, Suite 100, Atlanta, GA 30338 • (770) 396-4877 Fax: (770) 551-9427 •

[tsd@tsdengineers.com](mailto:tsd@tsdengineers.com)

□ 471 Scenic Highway, Lawrenceville, GA 30045 • (770) 338-1147 Fax: (770) 338-1353 • [tsd\\_g@tsdengineers.com](mailto:tsd_g@tsdengineers.com)

# TRANSPORTATION SYSTEMS DESIGN, INC.

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Detour and staging alignments will be designed to 45MPH speed limit.

Sharon asked to verify and revise list of Utilities, which are involved in this project. List can be obtained from Wade Woodward of GDOT District 7.

Parett asked about waterline relocation. Existing waterline is attached to the bottom of existing bridge. New line can be constructed at the same time as new bridge and then existing line can be demolished. Parett will have to clear with City of Atlanta about financial and design responsibilities.

Otis noted number of inflation years should be changed to 5. Temporary barriers should be added to cost estimate. Revise traffic control estimate.

Meeting was adjourned.

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tsd@tsdengineers.com

□ 471 Scenic Highway, Lawrenceville, GA 30045 • (770) 338-1147 Fax: (770) 338-1353 • tsd\_g@tsdengineers.com

# NOTICE OF LOCATION AND DESIGN APPROVAL

**BRST-021-1(41), Fulton County  
P. 1. NUMBER 731860**

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of this project.

The date of location approval is SEPTEMBER 6, 2002.

The project is located in Fulton County on SR 70 /Cascade-Palmetto over the Deep Creek. The project is located in Land District 9c in Land Lots 42, 43.

The project consists of the replacement of the structurally deficient bridge on SR 70 over Deep Creek on its existing location.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

Area Engineer: Mr. Kevin Vinson  
email: kevin.vinson@dot.state.ga.us  
940 Virginia Avenue, Hapeville, GA 30354  
Tel: (404) 559-6655  
Fax: (404) 559-4928

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

James B. Buchan, P.E.  
Office of Consultant Design  
Ben.Buchan@dot.state.ga.us  
No. 2 Capital Square  
Atlanta, Georgia 30334  
404-463-6265

Any written request or communication in reference to this project or notice MUST include the Project and P. I. Numbers as noted at the top of this notice.

# Department of Transportation State of Georgia

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## INTERDEPARTMENT CORRESPONDENCE

**FILE** BRST-021-1(41) Fulton  
P.I. 731860

**OFFICE** Environment/ Location

**DATE** August 9, 2001

**FROM** Harvey D. Keeper, State Environmental/ Location Engineer

**TO** Jim Chambers, P.E., State Consultant Design Engineer  
**Attn: Ted Cashin**

**SUBJECT** SR 70/Cascade-Palmetto @ Deep Creek

We are furnishing estimated traffic assignments for the above project as follows:

Existing 2001 ADT = 4700  
2010 ADT = 6100  
2030 ADT = 9100  
K = 11%  
D = 60%  
T = 3%  
24 HR T = 5%  
SU = 4%  
COMB = 1%

If you have any questions concerning this information please contact  
Teresa Williamson at (404)699-4458



# Department of Transportation State of Georgia

J. TOM COLEMAN, JR.  
COMMISSIONER  
(404) 656-5206

FRANK L. DANCHETZ  
CHIEF ENGINEER  
(404) 656-5277

HAROLD E. LINNENKOHL  
DEPUTY COMMISSIONER  
(404) 656-5212

EARL MAHFUZ  
TREASURER  
(404) 656-5224

## INTERDEPARTMENT CORRESPONDENCE

April 24, 2002

  
**FROM:** Buddy Gratton, P.E., State Maintenance Engineer  
**TO:** James B. Buchan, P.E., State Consultant Design Engineer  
Attn: Ted Cashin  
**SUBJECT:** Bridge Replacement

**BRST-021-1 (41) / Fulton**  
**Structure ID 121-0060-0**  
**Location ID 121-00070D-016.84N**  
**SR 70 over Deep Creek**

This bridge was built in 1941 and consists of concrete bents, concrete T-beam superstructure, and a concrete deck. The original design load capacity is H-15. The sufficiency rating on the structure is 65.7, and the bridge is classified as Functionally Obsolete and requires widening. However, in accordance with DOT policy 2405-1, we recommend that this bridge be replaced though due to unacceptable load capacity. Due to this criteria no additional cost analysis or coring by the lab will be required. This bridge does not currently qualify for federal replacement BR funding but does qualify for federal bridge widening funds which can be used toward replacement up to the estimated cost of widening. The remaining funds would have to come from another funding source.

If further information is required, please contact Brian Summers at (404) 635-8179.

BG/BKS

cc: Percy Middlebrooks

**PRELIMINARY COST ESTIMATE FOR BR FUNDING COMPARISIN**

**BRIDGE WIDENING ONLY**

PROJECT NUMBER: BRST-021-1(41)

COUNTY: Fulton

DATE:04.30.2002

ESTIMATED LETTING DATE: Jul-08

PREPARED BY: LT

PROJECT LENGTH: 0.27

( ) PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT ( ) DURING PROJECT DEV.

<b>PROJECT COST</b>			
<b>A. RIGHT-OF-WAY:</b>			
1. PROPERTY (LAND & EASEMENT) 0.72 AC		\$	31,000
2. DISPLACEMENTS; RES: 0, BUS: 0, M.H.: 0		\$	
3. OTHER COST (ADM./COST, INFLATION)		\$	1,550
NUMBER OF YEARS	1		
SUBTOTAL: A			\$ 32,550
<b>B. REIMBURSABLE UTILITIES:</b>			
1. RAILROAD		\$	
2. TRANSMISSION LINES		\$	
3. SERVICES (3 utility poles)		\$	5,000
SUBTOTAL: B			\$ 5,000
<b>C. CONSTRUCTION:</b>			
<b>1. MAJOR STRUCTURES</b>			
a. WIDENING BRIDGE FROM 24' TO 47.25' (120')	2790 SF @ \$150		418,500
		\$	418,500
SUBTOTAL: C-1.a			\$ 418,500
b. OTHER		\$	-
SUBTOTAL: C-1			\$ 418,500
<b>2. GRADING AND DRAINAGE:</b>			
<b>a. EARTHWORK (Mainline)</b>			
Borrow	11753 CY @ \$7.5	\$	88,148
Excavation	1566 CY @ \$7.5		11,745
SUBTOTAL: C-2a			\$ 99,893
<b>b. EARTHWORK (Detour)</b>			
Borrow	14170 CY @ \$	\$	-
Excavation	2668 CY @ \$		-
SUBTOTAL: C-2b			\$ -

c.. DRAINAGE			
1) Side Drain Pipe	20	LF @ \$27	\$ 540
2) Storm drain pipe		LF @ \$44	\$ -
3) Longitudinal System (incl. catch basins)		LF @ \$0	\$ -
4) Flared End Sections	2	EA @ \$318	\$ 636
5) Perforated Underdrain		LF @ \$6	\$ -
6) Temporary Pipe Slope Drain	686	LF @ \$10	\$ 6,860
SUBTOTAL: C-2.c			\$ 8,036
SUBTOTAL: C-2			\$ 107,929
3. BASE AND PAVING:			
a. AGGREGATE BASE CRS	1500	TN @ \$13	\$ 19,500
b. ASPHALT PAVING (Mainline & Cross-Roads):			
19 mm Superpave	364	Tons @ \$37	\$ 13,468
25 mm Superpave	1093	Tons @ \$33	\$ 36,069
9.5 mm Superpave	269	Tons @ \$37	\$ 9,953
Tack Coat	350	Gallons @ \$1	\$ 350
SUBTOTAL: C-3.b			\$ 59,840
c. ASPHALT PAVING (Onsite detour):			
19 mm Superpave	375	Tons @ \$0	\$ -
25 mm Superpave	1175	Tons @ \$0	\$ -
9.5 mm Superpave	230	Tons @ \$0	\$ -
Tack Coat	358	Gallons @ \$0	\$ -
d. AGGREGATE BASE CRS	1343	TN @ \$0	\$ -
SUBTOTAL: C-3.c			\$ -
e. OTHER (Leveling, Milling, etc.)			
			\$ -
f. AGGREGATE SURFACE COURSE		Tons @ \$19	\$ -
SUBTOTAL: C-3			\$ 79,340

4. EROSION CONTROL (Mainline)				
a. SILT FENCE				
1. TYPE A	540	LF @ \$3.5	\$	1,890
2. TYPE B		LF @ \$2.6	\$	-
3. TYPE C	1940	LF @ \$5.3	\$	10,282
				\$
b. RIP RAP	400	SF @ \$30	\$	12,000
c. PLASTIC FILTER FABRIC	400	SF @ \$5.8	\$	2,320
d. PERMANENT SOIL REINFORCING MAT	2283	SY @ \$5	\$	11,415
e. MULCH	40.5	TN @ \$433		17,537
f. PERMANENT GRASS	132	LB @ \$42		5,544
h. TEMPORARY GRASS	15	LB @ \$33		429
SUBTOTAL: C-4a			\$	61,417
EROSION CONTROL (Detour)				
e. SILT FENCE				
1. TYPE A	680	LF @ \$	\$	-
2. TYPE B		LF @ \$	\$	-
3. TYPE C	1400	LF @ \$	\$	-
				\$
f. RIP RAP	200	SF @ \$	\$	-
g. PLASTIC FILTER FABRIC	200	SF @ \$	\$	-
h. PERMANENT SOIL REINFORCING MAT		SY @ \$	\$	-
SUBTOTAL: C-4b				-
SUBTOTAL: C-4			\$	61,417
5 TRAFFIC CONTROL				\$ 40000
CLEARING&GRUBBING				10000
SUBTOTAL: C-5			\$	50,000
6. MISCELLANEOUS:				
a. LIGHTING				\$
b. SIGNING - MARKING				\$ 2000
c. GUARDRAIL				
W Beam	680	LF @ \$12	\$	8,160
T Beam	120	LF @ \$40	\$	4,800
Anchors	2	TYPE 12 ea @ \$1600	\$	3,200
	2	TYPE 1 ea @ \$450	\$	900
SUBTOTAL: C-6.c			\$	17,060
d. SIDEWALK				\$
e. PRECAST CONCRETE MEDIAN BARRIER , METOD 3	260	SY @ \$34	\$	8,840
f. APPROACH SLABS	293	SY @ \$90	\$	26,370
g. REMOVAL				
Bridges				\$
SUBTOTAL: C-6.g			\$	-
h. Detour bridge		SF @ \$21	\$	
SUBTOTAL: C-6			\$	54,270
7. SPECIAL FEATURES				
SUBTOTAL: C-7			\$	

<b>SUMMARY</b>	
A. RIGHT-OF-WAY	\$ 32,550
B. REIMBURSABLE UTILITIES	\$ 5,000
C. CONSTRUCTION	
1. MAJOR STRUCTURES	\$ 418,500
2. GRADING AND DRAINAGE	\$ 107,929
3. BASE AND PAVING	\$ 79,340
4. EROSION CONTROL	\$ 61,417
5. LUMP ITEMS	\$ 50,000
6. MISCELLANEOUS	\$ 54,270
7. SPECIAL FEATURES	\$ -
SUBTOTAL CONSTRUCTION COST	\$ 771,455
INFLATION (5% PER YEAR)	\$ 262,368
NUMBER OF YEARS	6
E. & C. (10%)	\$ 103,382
TOTAL CONSTRUCTION COST	\$ 1,137,206
**DETOUR COST (for information only)**	\$ -
<b>GRAND TOTAL PROJECT COST</b>	<b>\$ 1,174,756</b>

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF CONSULTANT DESIGN**

**PROJECT CONCEPT REPORT**

Project Number: BRST-021-1(41)

County: Fulton

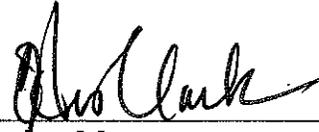
P.I. Number: 731860

Federal Route Number: N/A

State Route Number: 70

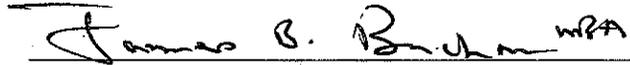
Recommendation for approval:

DATE 7-23-01



Project Manager

DATE 8-05-02



State Consultant Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).

8/7/02  
DATE



State Transportation Planning Administrator

DATE

Office of Financial Management Administrator

DATE

State Environmental / Location Engineer

DATE

State Traffic Safety and Design Engineer

DATE

District Engineer

DATE

Project Review Engineer

DATE

State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF CONSULTANT DESIGN

PROJECT CONCEPT REPORT

Project Number: BRST-021-1(41)

County: Fulton

P.I. Number: 731860

Federal Route Number: N/A

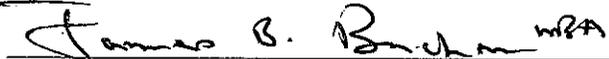
State Route Number: 70

Recommendation for approval:

DATE 7-23-02

DATE 8-05-02

  
Project Manager

  
State Consultant Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).

DATE \_\_\_\_\_

State Transportation Planning Administrator

DATE \_\_\_\_\_

Office of Financial Management Administrator

DATE \_\_\_\_\_

State Environmental / Location Engineer

DATE \_\_\_\_\_

State Traffic Safety and Design Engineer

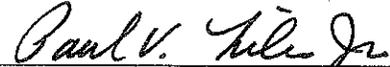
DATE \_\_\_\_\_

District Engineer

DATE \_\_\_\_\_

Project Review Engineer

DATE 8/12/02

  
State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF CONSULTANT DESIGN

PROJECT CONCEPT REPORT

Project Number: BRST-021-1(41)

County: Fulton

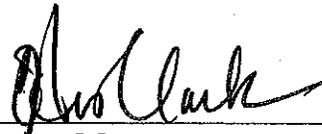
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Federal Route Number: N/A

State Route Number: 70

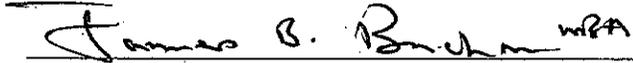
Recommendation for approval:

DATE 7-23-02



Project Manager

DATE 8-05-02



State Consultant Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).

DATE \_\_\_\_\_

State Transportation Planning Administrator

DATE \_\_\_\_\_

Office of Financial Management Administrator

DATE \_\_\_\_\_

State Environmental / Location Engineer

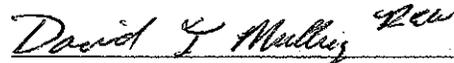
DATE \_\_\_\_\_

State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

District Engineer

DATE 9/3/02



Project Review Engineer

DATE \_\_\_\_\_

State Bridge & Structural Design Engineer